

Port of Los Angeles

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LOCATION AND HISTORY

The Port of Los Angeles (POLA/Port) is located in San Pedro Bay, 20 miles south of downtown Los Angeles (LA), at the south end of I-110. The Port is the busiest container port in the U.S. (ranked 1st since 2000) and 16th busiest container port in the world. When combined with the neighboring Port of Long Beach (POLB), these ports, known as the San Pedro Bay Ports, are ranked the 8th busiest container complex in the world, with 90 percent of the San Pedro Bay Ports' trade coming from East Asia. In 2011, the Port exported over 2 million containers, setting a new national record. In 2011, the Port handled 196,653 automobiles and 608,385 passengers. As the nearest major American ports west of the Panama Canal, the San Pedro Bay Ports have become the ports-of-call for most trans-Pacific and coastal users of the waterway.



The Port is an independent, self-supporting department of the City of LA and is managed by the Board of Harbor Commissioners. The Port's primary revenue comes from shipping services and leasing property to tenants who operate their own facilities. The Port provides 896,000 jobs regionally and 3.6 million jobs nationwide. With groundbreaking environmental initiatives, such as the San Pedro Bay Clean Air Action Plan (CAAP), the Port is a pioneer in sustainability.

PORT INFRASTRUCTURE

Channel depth	53 feet
Maritime area	7,500 acres
Cargo terminals	27
Waterfront	43 miles
Deepwater berths	270
Container cranes	77
Container terminals	9
Rail (on-port)	113 miles

PORT TRADE CHARACTERISTICS

IMPORTS

Furniture
Footwear
Electronics
Automobile Parts
Apparel

EXPORTS

Wastepaper
Cotton
Resins
Animal feeds
Scrap Metal

MAJOR TRADING PARTNERS

China	South Korea
Japan	Vietnam
Taiwan	

MAJOR PORT PROJECTS

TRADE CORRIDORS IMPROVEMENT FUND (TCIF)

- I-110 Freeway Access Ramp Improvement SR 47/I-110 Northbound Connector Widening
- C Street Access Ramp Improvements
- South Wilmington Grade Separation
- Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements)
- Alameda Corridor West Terminus Intermodal Rail Yard-West Basin Rail Yard Extension – to be operated with electrified handling equipment
- POLA Cargo Transportation Improvement-Emission Program

OTHER PORT PROJECTS

- Harry Bridges Boulevard Enhancements: Roadway Improvement Project. Federal American Recovery and Reinvestment Act (ARRA) stimulus project
- Port plans to invest \$1.5 billion in capital improvements over the next 5 years; 10-year plan is to spend \$3.2 billion (access channel deepening, marine terminals expansion, adding on-dock rail capacity, and improving traffic flow through street and bridge improvements in the harbor area)
- Port's proposed FY 2011-12 budget includes approximately \$44 million for surface transportation projects to improve goods movement of Port-owned and non-Port-owned roads
- TraPac Terminal Expansion provides on-dock rail, scheduled to be completed by 2015
- China Shipping Terminal Expansion includes 10 Super Post-Panamax Cranes and 2,500 feet of wharves scheduled to be completed by end of 2013

MAJOR PORT ISSUES

- International security
- Terminal, rail, and roadway Infrastructure requirements
- Channel dredging and maintenance
- Freight congestion
- Protection of coastal environment
- Secure sources for funding and financing
- Environmental and community concerns

SURFACE TRANSPORTATION NETWORK

ACCESS ROUTES

I-710	I-5	I-110	I-210
I-105	I-405	US 101	I-605
SR 47	SR 91	SR 60	SR 57
I-10	I-15	SR 138	

- Containers are moved primarily on I-110, I-710, SR 47/103, and the Alameda (rail) Corridor.

TRUCKING

- 75 percent of all Port-related freight movements are made by truck for at least one segment
- Caltrans District 7 has five of the 10 worst truck bottlenecks in the U.S.
- Limited funding available while Southern California's aging transportation system is at capacity
- 660 million square feet of warehouse and distribution facilities within 80 miles of Port

RAIL

- About 40 percent of all containers at the POLA/POLB are loaded onto trains via on-dock and off-dock rail yards. Of this 40 percent, about 25 percent is loaded via on-dock rail yards. It is the policy of the ports to maximize the movement of containers via on-dock rail by providing sufficient infrastructure.
- Rail traffic is estimated to increase from about 95 to 315 trains per day between now and 2035. The San Pedro Ports developed a comprehensive Rail System Program estimated to cost about \$2 billion over the next 10-15 years.
- The Port averages over 100 train trips per day – intermodal yards are reaching capacity, resulting in time delays moving cargo between trains and trucks.

TWO CLASS I RAILROADS

- Union Pacific (UP) Railroad
- Burlington Northern Santa Fe (BNSF) Railway

ALAMEDA CORRIDOR

- 20 mile train expressway, opened 2002, connects POLB and POLA to the transcontinental rail yard in downtown LA (operating agreement with BNSF and UP)

RAIL (CONTINUED)

ALAMEDA CORRIDOR EAST

- Extends benefits of Alameda Corridor through construction of safety improvements and 20 grade separations across 70 additional miles of mainline railroad in San Gabriel Valley

CRITICAL ROADWAY AND RAIL BRIDGES

- Critical roadway and rail bridges for San Pedro Ports: Vincent Thomas Bridge (SR 47), Gerald Desmond Bridge (POLB; soon to be part of SR 710), Badger Avenue Railroad Bridge (POLA), and the Schuyler Heim Bridge (SR 47/103)

MAJOR RAIL YARDS

BNSF RAILWAY – HOBART YARD

- Hobart Yard, located in Commerce, CA near the junction of I-710 and I-5: Largest intermodal rail yard in U.S. – processes about 1.2 million containers annually – 40,000 line haul locomotives arriving and departing a year (2007)
- Southern California International Gateway (SCIG): Is a proposed new intermodal yard adjacent to the Alameda Corridor near the San Pedro Bay Ports would increase use of the Alameda Corridor, reducing the need for trucks to haul containers on I-710 to the Hobart Yard. Project is currently in the environmental review process.

UP RAILROAD – COMMERCE YARD

- Commerce Yard: Across the street from BNSF's Hobart Yard, facility primarily used for cargo handling – processes over 350,000 containers per year.
- Intermodal Container Transfer Facility (ICTF) and Dolores Yards: five miles from POLA, adjacent to the Alameda Corridor near San Pedro Bay Ports. The ICTF is an intermodal facility for moving containers from the ports onto the Alameda Corridor thereby reducing truck trips to Commerce and Industry Yards. The Dolores Yard is an adjacent servicing and switching facility.

SHORTLINE

- Pacific Harbor Line – operates 18 miles of track entirely inside the San Pedro Bay Ports each interfacing with BNSF and UP.

CALTRANS FOCUS AREAS

- Impacts of increased cargo volumes and trade on the State Highway System
- Existing roadway and rail capacity, safety, operational, and design constraints
- Ongoing study analyzing the need and feasibility of a dedicated East-West Freight Corridor
- Environmental, community, and health impacts from diesel engine emissions as well as noise, blight, and vibration

ENVIRONMENTAL

- POLA Voluntary Environmental Ship Index Program (ESI) starts 7/1/12. ESI is a web-based tool rewarding vessel operators with financial incentives
- San Pedro Bay Clean Air Action Plan (CAAP) – Ports implemented a five-year plan to reduce emissions 80 percent by 2014
- Clean Truck Program – Trucks 2006 and older banned from Port beginning 1/1/12
- Cold ironing – Shore-side electric power
- Slow steaming – Port began a voluntary vessel speed reduction program (2001)
- Implement Mitigation Monitoring and Reporting Program tracking system.
- Implement Water Resources Action Plan including Sediment Management Plan and a tenant stormwater outreach program
- Proactively participate in and define Dominguez Watershed Total Maximum Daily Load development and implementation
- Resolve bacteria problem at Inner Cabrillo Beach
- Provide timely and cost-effective hazmat services in support of capital development construction projects
- Create and implement clean soil and groundwater action plan
- Implement an effective cost recovery process from responsible parties for contaminated sites in the Port
- Technology Advancement Program (TAP) – in collaboration with POLB, fund development of new technologies for demonstrations in a port environment

KEY PLANNING & PARTNER AGENCIES

- Alameda Corridor-East Construction Authority
- Alameda Corridor Transportation Authority
- California Air Resources Board
- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Orange County Transportation Authority (OCTA)
- Port of Hueneme
- Port of Long Beach
- Riverside County Transportation Commission (RCTA)
- San Bernardino Associated Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District
- Southern California Regional Rail Authority (Metrolink)
- Southern California National Freight Gateway - Cooperation Agreement (signatory agencies):
Federal - United States Department of Transportation (USDOT), United States Environmental Protection Agency (USEPA), United States Army Corps of Engineers, United States Fish and Wildlife Service, National Marine Fisheries Service, National Oceanic and Atmospheric Administration and U.S. Customs & Border Patrol
- Ventura County Transportation Commission (VCTC)
- Southern California Consensus Group, a coalition of all the transportation agencies in Southern California and comprised of five regional transportation planning/programming agencies (RTPA) in the SCAG region and the Port of Los Angeles including Metro, OCTA, RCTA, SANBAG, and VCTC

SOURCES AND ADDITIONAL INFORMATION

- California Clean Trucks Program: http://www.portoflosangeles.org/CTP/idx_ctp.asp
- Caltrans Freight Planning Website: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>
- Diesel Particulate Matter Mitigation Plan for the BNSF Railroad Hobart Rail Yard, September 2008: <http://www.arb.ca.gov/railyard/hra/drftmitplanbnsfhob.pdf>
- Inventory of Air Emissions: http://www.portoflosangeles.org/pdf/2010_Air_Emissions_Inventory.pdf
- Los Angeles County Metropolitan Transportation Authority (Metro), Multi-County Goods Movement Action Plan: <http://www.metro.net/projects/mcgmap/>
- PierPASS: <http://pierpass.org/> Southeast LA County, Gateway Cities Council of Governments: <http://www.gatewaycog.org/region.html>
- Port of Los Angeles: <http://www.portoflosangeles.org/>
- Southern California Association of Governments (SCAG): <http://www.scag.ca.gov/goodsmove/>
- SCAG Goods Movement 2012-2035 RTP, Draft December 2011: http://rtpscs.scag.ca.gov/Documents/2012/draft/SR/2012dRTP_GoodsMovement.pdf
- Alameda Corridor Transportation Authority (ACTA): <http://www.acta.org/>